REMARKS

Claims 1 to 12 are in the application. Claim 13 has been
canceled.

With respect to the objection to the specification, the
Examiner will note that the application has been amended to insert
the appropriate headings.

Also, the specification has been amended to remove references
to the claims.

Reconsideration and withdrawal of the rejection of the claims
under 35 U.S.C. 112, second paragraph, are respectfully requested.

The Examiner will note that the claims have been extensively
amended to remove the problems pointed out by examining the office
action.

Reconsideration and withdrawal of the rejection of claims 1
to 9 and 12 under 35 U.S.C. 102(a) as being anticipated by the
Neubrand et al., are also respectfully requested.

Applicants have noted that the Examiner has indicated that claims 10 and 11 would be allowable if rewritten in independent form; however, Applicants respectfully submit that the claims in the application are allowable over the art of record. In the reference to Neubrand et al., it is Applicants' position that the embodiments shown in Figs. 7 through 11, on the one hand, and in Fig. 12, on the other hand, are the relevant embodiments since, in this case, the inner rear window part of the rear roof part, which is the inner window part as seen in vehicle travel direction, are not connected to lateral linkages (70), as is the case in Figs. 1 through 6.

However, in the two relevant embodiments the upper or lower connection of the rear window part is suspended from the front roof part, as seen in Fig. 9, or from the automobile body as seen in Fig. 12, through an intermediate linkage with two swivel axes which extend parallel to each other. This makes a force transmission for moving the front roof part by means of the rear window part impossible because this intermediate linkage would tilt to the side and would not transmit a clearly defined movement. Consequently, in these two embodiments of the reference, an additional linkage (174) is required, as in Fig. 7, in order to

transmit the force and to form the articulated parallelogram for horizontally moving the front roof part. Consequently, also in these embodiments, the rear window part itself is moved only by the articulated parallelogram comprised of the C-columns and the linkage (174).

The rear window part itself can not form a part of the articulated parallelogram because of its connection to an intermediate linkage in accordance with the reference, as it is required in claim 3 of the present application. Therefore, this claim 3 of the present application is clearly novel over the art of record.

The principal aspect of the present invention is the fact that the additional linkage (174) of the reference can be omitted. The articulated parallelogram is now only formed by the rear window part and the lateral C-columns.

However, claim 1 is also clearly novel over the prior art of record if the articulation is defined as the articulation with only one degree of freedom, i.e., the articulation about a single axis. Claim 1 clearly does set forth this feature.
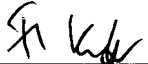
Consequently, it is the most important aspect of the present invention as claimed in claims 1 and 3 that the articulated parallelogram can operate without an additional linkage (174) using only the rear window part and the C-columns of the vehicle body.

Reconsideration and allowance of the present application are respectfully requested.

Any additional fees or charges required at this time in connection with this application may be charged to Patent and Trademark Office Deposit Account No. 11-1835.
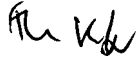
Respectfully submitted,

By: _____

Friedrich Kueffner
Reg. No. 29,482
317 Madison Avenue, Suite 910
New York, New York 10017
(212) 986-3114

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CERTIFICATE OF MAILING

I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail in an envelope addressed to: Commissioner for Patents, PO Box 1450 Alexandria, VA 22313-1450, on <u>September 12, 2007</u>.

By: _____   Date: <u>September 12, 2007</u>
    Friedrich Kueffner